

1 JUNE 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 105.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL.

Rear Admiral Kittelle Decorated.

Rear Admiral Kittelle, U.S.Navy, now Commander Fleet Base Force, has recently been tendered a decoration by the Spanish Government in appreciation of the courtesy extended by him to the crew of the Spanish Cruiser Blas De Lezo during a visit to the Philippines while he was Commandant of the Sixteenth Naval District.

Rear Admiral Dyson Receives D.S.M.

On 14 May 1929, the Secretary of the Navy, acting for the President, presented the Distinguished Service Medal to Rear Admiral Charles W. Dyson, U.S.Navy, for service set forth in the following citation:

"For exceptionally meritorious service to the Government in a duty of great responsibility in charge of the Design Division of the Bureau of Engineering and particularly for the design of the propellers of the aircraft carriers Saratoga and Lexington and of many other naval vessels which have been made by him personally and which have proven very successful on trials. Rear Admiral Dyson, as a result of his ability, study and application, is recognized as one of the foremost authorities in the World in the field of propeller design. During his long years of service in the Navy he has given it, without stint, the benefit of his knowledge and experience and the success of the machinery installations of many of our vessels is due to his thought and effort."

Lieutenant A. J. Williams, Jr., Receives Medal.

The Secretary of the Navy, acting for the President, presented the Distinguished Flying Cross to Lieutenant A. J. Williams, Jr., U. S. Navy, for service set forth in the following citation:

"For extraordinary achievements while participating in duly authorized aerial flights during the month of March, 1928, in which he made a study of the action and best methods of control of a violently maneuvered airplane in inverted flight. These, and many other flights made by Lieutenant Williams in the interests of the advancement of the state of the art of airplane design and control, were attended by exceedingly great personal risk of life but nevertheless they were voluntarily and willingly undertaken by him even though he was well aware of the danger involved. As a result of his flights and studies, he was able to evolve certain principles and to make practical application of them to the end that aerial maneuvers have been made safer and methods have been developed for more fully and accurately testing the capabilities of various types of airplanes. Lieutenant Williams has been one of the Pioneers of high speed flight and his distinguished feats in the air, development work, study and technical articles have all contributed to the knowledge and safety of aviation and have aided in keeping the United States well to the fore in the realm of the World's aviation."

ENLISTED PERSONNEL.

Commendation.

The Secretary of the Navy recently addressed letters of commendation to enlisted personnel as follows:

Anthony Zito, B.M.2c, U.S.N., U.S.S. GANNET.

"1. The Commanding Officer, USS GANNET and the Commander, Aircraft Squadrons, Battle Fleet, have brought to the attention of the Department your meritorious conduct on the occasion of the wreck of seaplane No. 2-F-18.

"2. On 9 October 1928 while the USS GANNET was acting as plane guard for the USS LANGLEY, plane No. 2-F-18 crashed while making a landing on the flight deck of the LANGLEY and fell overboard. As the GANNET approached the crashed plane which was in a semi-submerged condition, you jumped overboard and swam to the plane. There you found the pilot, Charles B. Raney, entangled in the wreckage and in a dazed and helpless condition due to his severe injuries. After clearing away some of the wreckage, you made a line fast around Raney's body and swam back to the ship with him. He was assisted on board. You then returned to the plane, and secured a hoisting line to it.

"3. The Department takes pleasure in commending you for your prompt and efficient action on this occasion. Such conduct is in keeping with the high tradition of the Naval service."

John Meholec, C.M.2c, U.S.N., U.S.S. OVERTON.

"1. The Commanding Officer of the USS OVERTON has brought to the attention of the Department your highly meritorious conduct in rescuing Charlie Ray Wallace, Seaman first class, U.S. Navy, from drowning.

"2. It appears that on 29 December 1928, the USS OVERTON was moored to a dock at the Navy Yard, Boston, with the USS STURTEVANT outboard. About midnight Charlie Ray Wallace, Seaman first class, who was attached to the USS STURTEVANT was returning from liberty. He stepped on the gang plank from the dock to the OVERTON, stumbled and fell overboard. You were on duty at the gangway of the OVERTON at the time. You first threw him a line, but seeing that he was unable to grasp it, you promptly jumped overboard, fully dressed including your peacoat, and held him up until you could secure the line around him. He was then hauled to safety aboard the OVERTON. The temperature at this time was 35° Fahrenheit.

"3. The Department takes pleasure in commending you for your prompt and courageous action on this occasion which undoubtedly saved Wallace's life. Such conduct is in keeping with the highest tradition of the Naval service."

Biggers Glenn Davidson, C.B.M., U.S.N., Parris Island.

"1. The Water Transportation Officer and the Commanding Officer, Marine Barracks, Parris Island, South Carolina, have brought to the attention of the Department the heroic conduct displayed by you in rescuing Private Henry Fisher, U.S. Marine Corps, from drowning.

"2. It appears that at about 9:30 a. m., December 12, 1928, the U.S.S. OTTER was preparing to make fast to Navy Barge No. 458 at Port Royal, South Carolina. Just before going alongside, Henry Fisher, Private, USMC, who was on the bow of the OTTER, attempted to jump to the barge, but missed his footing and fell overboard. The OTTER was breasting a strong ebb tide at the time which was rapidly sweeping Fisher beneath the vessel. You, upon seeing Fisher's predicament and the fact that he had failed to grasp the line which was thrown to him, immediately jumped to the deck and dived overboard fully clothed. You brought him to the surface after he had gone down the second time and secured him to the line by which he was hauled on board.

"3. The Department takes pleasure in commending you for your prompt and courageous action on this occasion which undoubtedly saved Fisher's life. Such conduct is in keeping with the highest tradition of the Naval service.

"4. You have been recommended to the Honorable, the Secretary of the Treasury, for the award of a Life-Saving Medal in recognition of your deed."

Naval Personnel in Nicaragua.

The following extract from a report of the Commander Special Service Squadron shows the service performed by Naval personnel during the recent elections in Nicaragua:

"Registration for the Nicaraguan elections began on Sunday, September 23, 1928, and was continued on the two following Sundays and two intervening Wednesdays, making five days in all that voters were permitted to register. Registration was carried on at 351 different points throughout the Republic and at each place a sailor or marine was present and acted as chairman of the local board of elections. In addition, there were present armed sailors, marines or members of the Guardia Nacional to preserve order and prevent any intimidation of voters. That those men of the Navy did their work well and gained the complete confidence of the Nicaraguans was amply proven by the fact that upwards of 150,000 voters registered, which is the greatest number in the history of the country. The registration was completed without any disorder whatsoever. Due to the large number of voters who registered it was decided to increase the number of voting booths to 432, additional personnel for which was furnished by the Navy.

"The National Election took place on Sunday, November 4th, 1928, and was held under the supervision of Brigadier General Frank R. McCoy, U.S. Army, the Personal Representative of the President of the United States, the Navy and Marine Corps furnishing the majority of the personnel for the actual conduct of the election.

"The election was a complete success in every respect, no disorder occurred, there was no intimidation of voters, the sale and use of liquor was wisely prohibited both before and during election day and each political party publicly acknowledged the fairness and impartiality that characterized the entire proceeding. Brigadier General McCoy and his associates on the Electoral Mission deserve the highest praise for the able and thorough manner in which they not only wrote the regulations which governed the election, but the manner in which they planned and executed the entire affair.

"The performance of the 432 enlisted men of the Navy and Marine Corps who acted as chairmen of the local election boards, and who took charge of an election held in a foreign country, is a remarkable achievement. Although their duties involved a working knowledge of the Spanish language, they conducted the election, received and heard protests and challenges and rendered decisions, all in the most satisfactory manner. The way in which these men successfully performed this unique duty is an eloquent tribute to the efficiency of naval training and to the intelligence, adaptability and high character of the enlisted personnel of both the Navy and Marine Corps.

"The Aviation Detachment has continued to perform most active and excellent service. In addition to the large amount of flying involved in the military operations against bandits, planes were sent out on each of the five days of registration and again on election day and actually communicated with every one of the voting places.

"During the so-called election period which began on September 23rd, 1926, the first day of registration, and ended with November 4th, the day of the election, the number of bluejackets and marines on shore in Nicaragua reached the peak. On election day there were actually 308 commissioned officers and 5344 enlisted men of the Navy and Marine Corps on shore in Nicaragua. In addition, the strength of the Guardia Nacional on the same date was 204 officers and 1656 enlisted men."

TRAINING.

Naval Academy Enlisted Candidates.

125 out of 160 enlisted men who studied in the Bureau's preparatory schools at Hampton Roads and San Diego, successfully passed the entrance examination for the Naval Academy. Among these candidates, failures in English were higher than any other subjects. The requirements in this subject cover such a wide range that it is difficult to adequately prepare for the examination during the short period of time candidates are at the preparatory schools. Reference to the regulations governing admission of candidates into the Naval Academy shows the great amount of reading that is necessary. If prospective candidates cover the matter outlined in the regulations before going to the preparatory schools, their chance of success will be relatively higher.

Recruits Under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 18 May 1929.

	Great	Hampton	Newport	San	Total
	Lakes	Roads	R.I.	Diego	
Recruit Training					
Apprentice Seamen	630	540	683	1047	2900
Seamen 2nd class	5	1	64	30	100
Firemen 3rd class	0	0	0	35	35
Other Ratings	39	31	20	53	147
	673	572	772	1170	3187

General Classification Tests.

The Bureau's request to give General Classification Tests to second enlistment men has stimulated some ships and stations to make investigations of their own. The result of one such investigation shows the test marks made by detentioners undergoing punishment at a receiving barracks. In the accompanying graph the data thus obtained reduced to a percentage basis is plotted alongside of similar data for recent recruits and for second enlistment men. The considerable proportion of these offenders making low marks is very striking compared with the other two groups. This is interesting as corroborating data published in a previous bulletin.

%
19

18

17

16

15

14

13

12

11

10

9

8

7

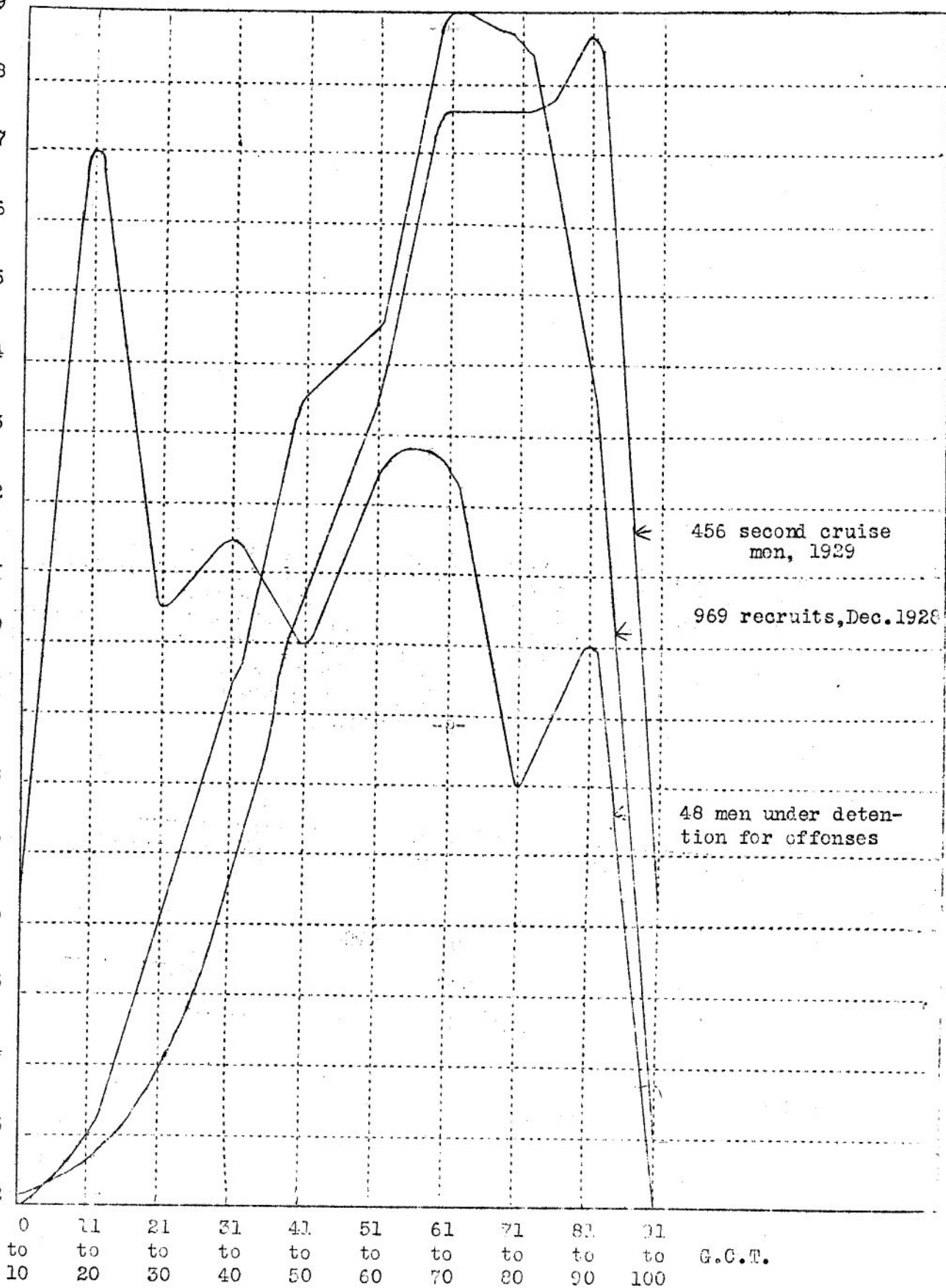
6

5

4

3

2



456 second cruise
men, 1929

969 recruits, Dec. 1928

48 men under deten-
tion for offenses

G.C.T.

NAVAL RESERVE.

Supply Officer Selection.

The Selection Board for supply officers which convened for the purpose of selecting an officer of the Supply Corps for promotion to the rank of Captain has reported the selection of Commander James A. Bull, SC-V(G), USNR, for promotion to captain.

Reserve Candidates for Naval Academy.

The following candidates from the Naval Reserve passed successfully the entrance examinations for the Naval Academy:

Atherton, H. S., S2c, 12th Fleet Division, Springfield, Mass.
Conley, W. J., S2c, 1st Fleet Division, 1st Battalion, Boston, Mass.
Copeland, R. G., S1c, 5th Fleet Division, 1st Battalion, Boston, Mass.
Derrickson, R. B., Jr., S2c, 1st Fleet Division, 1st Battalion,
Seattle, Wash.
Gazlay, R. C., S1c, 27th Fleet Division, 6th Battalion, Chicago, Ill.
Haidt, T. F., S1c, 9th Fleet Division, 3rd Battalion, Rochester, N.Y.
Jacoby, R. B., S2c, 11th Fleet Division, 3rd Battalion, Buffalo, N.Y.
Kengla, W. A., S2c, 3rd Fleet Division, 1st Battalion, Washington, D.C.
McAfee, Robt., S2c, 16th Fleet Division, 4th Battalion, Whitestone
Landing, N. Y.
Meneke, K., S2c, 1st Division, VN 3RD3 Squadron, Rockaway Beach, N.Y.
Rupp, H. S., S2c, Headquarters Division, VN 13RD11 Squadron,
Long Beach, Calif.
Samuels, N. T., S2c, Headquarters Division, 1st Battalion, Baltimore, Md.
Seipt, W. E., S2c, 3rd Fleet Division, 1st Battalion, Baltimore, Md.
Waldron, F. J., S2c, 13th Fleet Division, 2nd Battalion, Lynn, Mass.
Will, R. E., S2c, 27th Fleet Division, 3th Battalion, New Brunswick, N.J.

HYDROGRAPHIC.

Aerial Survey.

The Hydrographic Office has just completed an aerial reconnaissance of the inland area along the coast from New York City to Portland, Oregon, for the purpose of checking data to be published on an aviation chart of that area. The coast from Portland to Eastport, Maine, was also to have been flight checked, but weather conditions north of Portland prevented observation work during the period available for this flight.

The purpose of this reconnaissance was to identify prominent land marks, airplane landing fields, and other features to be shown on the chart.

In Connecticut, about twenty lakes were noted which have been created by the building of dams and which are not shown upon the latest state maps obtainable. In New York, Rhode Island, and Massachusetts, there are also a number of such artificial lakes. Such additional features make the entire terrain appear very different from the topographic features of the map. Numerous landmarks were noted, such as railroads, large streams, and hills. Highways are far too numerous to be an aid to any air pilot.

It was also noted that some emergency landing fields as shown on maps now published, have become established airports, and others have ceased to exist. Photographs were taken of all landing fields, seaplane anchorages, and other prominent features and will be utilized on the Hydrographic Office Aviation Chart of this area.

Lieutenant J.P.W. Vest, U.S.Navy, in charge of the Aerial Navigation Section in the Hydrographic Office, was the pilot on this flight. He was accompanied by Mr. T. P. Lampe, Associate Engineer in the Hydrographic Office, and Mr. W. S. Richardson, Chief Photographer in the Bureau of Aeronautics.

LEGISLATION.

Since the last issue of this bulletin, there has been no action in either House of Congress directly affecting the Navy. The resolutions for the Joint Committee to investigate pay conditions have not been reported out of the Committees to which originally referred.

In the Senate the Line and Marine Corps personnel bills and the Public Works Bill still remain in the Naval Committee.

The Army promotion bill, passed in the Senate at the close of the last session, but not acted upon in the House, was again passed by the Senate on May 15. In brief it provides:

1. No limitation in grade below general officers, except:

Colonel and Lieut. Colonel, not over 15%.

Colonels, Lt.Colonels & Majors, not less than 26%.

2. Restores examinations for promotion.

3. Promotion by length of service, subject to above limitations:

to 1st Lt. after 3 years

to Capt. " 10 "

to Major " 15 "

to Lt.Col. " 20 "

to Col. " 25 "

4. Extra numbers as Lieutenant Colonel and Colonel for officers of required length of service and over 52 years of age.

5. Captains to Major with less than 15 years if necessary to maintain the 26% above stated.

6. An officer retiring with sufficient service for promotion but debarred by limitation to be retired with next higher grade.

7. Flying officers of Air Corps to be promoted after 3 years to 1st Lt., 7 years to Captain, 12 years to major, 20 years to Lieut. Col., 26 years to colonel. Limits of colonels 3%, of Lieut. colonels 4% and majors 18%. Promotions authorized to fill minimum percentages irrespective of years of service.

8. Professors at West Point to be Colonels.
9. Commissioned service is base of the foregoing "years of service."
10. Restrictions on civil or governmental employment of retired officers removed for Army.
11. Voluntary retirement after 35 years mandatory if requested, with certain additional privileges of retirement for flying officers.
12. Compulsory retirement allowed, by President, of an officer of 40 years service or 60 years old.
13. Voluntary retirement, not over 1% of all officers a year, at 2-1/2% pay per year of service.
14. Retirement authorized at highest rank in World War, but not with increase of retired pay because of any advancement thereby from normal grade in which retiring.
15. Generals Liggett and Bullard to be retired Lieutenant Generals.
16. Usual saving clause as regards rank and pay.

It appears very unlikely that this Army promotion bill will be considered by the House before the next regular session beginning in December.

MISCELLANEOUS.

The Assistant Secretary of the Navy for Aeronautics.

David Sinton Ingalls was born in Cleveland, Ohio, January 28, 1899. His family has been prominent in the railroad history of this country for many years. His father, Albert S. Ingalls, is assistant vice president of the New York Central Railroad. His mother was Jane Taft, daughter of Charles P. Taft, of Cincinnati, and a niece of Chief Justice William Howard Taft.

Mr. Ingalls received his early education in the public schools of Cleveland and at St. Paul's Preparatory School. He entered Yale in 1916 and left college on March 26, 1917, before his freshman year was over, to enroll as a machinist's mate in the Naval Reserve. In September, 1917, he was enrolled as an ensign, U.S. Naval Reserve Force, class 5, and during the same month proceeded overseas. He received aviation training at several schools in Great Britain and France and in March, 1918, reported to the U. S. Naval Air Station, Dunkerque, Nord, for duty. On March 23, 1918, he was enrolled as a lieutenant (junior grade), U.S. Naval Reserve Force, class 5. He operated with 213 Squadron, Royal Air Force, from March 29 to April 20, and from August 9 to October 3, 1918.

The following excerpt from a British Air Ministry letter indicates the high regard in which the present Assistant Secretary of the Navy for Aeronautics was held by the British:

"The reports of the officer commanding 213 Squadron R.A.F. for August and September testify to the gallant conduct of this officer in numerous engagements.

"On August 11, Lieut. Ingalls and a Royal Air Force officer in Sopwith Camels when at an altitude of 14,000 feet, seven miles northeast of Dixmude, sighted an enemy Albatross two-seater at 10,000 feet coming toward the allied lines. On seeing the Camels, the enemy turned and dived toward Ostend. The Camels attacked and the leader fired about 150 rounds in short bursts at 150 yards range, pursuing the enemy down to 5,000 feet. Just after the Camels broke off the combat, the enemy plane went into a slow spin which gradually increased in speed. It was last seen still spinning about 1,000 feet from the ground, obviously out of control."

The letter continues to relate several additional feats accomplished by Mr. Ingalls. He was awarded the British Distinguished Flying Cross, and the Distinguished Service Medal with the following citation for his war service:

"For exceptionally meritorious service in a duty of great responsibility as a chasse pilot operating with R.A.F. Squadron 213, while attached to the Northern Bombing Group, Northern France, where as a result of his brilliant and courageous work he was made an acting Flight Commander by the British Authorities over their own pilots. Alone and in conjunction with other pilots he shot down at least four enemy aeroplanes and one or more enemy balloons."

On September 24, 1919, he was given the provisional rank and grade of lieutenant in the Naval Reserve Flying Corps, class 5, of the U. S. Naval Reserve Force, to date from April 1, 1919. He was relieved from active duty December 23, 1919 and returned to Yale, where he was permitted to graduate with his class in 1920. He then attended Harvard Law School from which he graduated in 1923. In 1922 he married Louise Harkness, whose family has long been associated with the Standard Oil Company.

Upon completion of his course at Harvard Law School, he returned to Cleveland and entered the trial department in the law offices of Squire, Sanders and Dempsey. He has subsequently devoted much of his time to public service and civic work. In 1926, he was elected to the Ohio State Legislature where he served two terms. He was instrumental in drafting Ohio's first air code, known as the Ingalls Law, which passed both houses of the Ohio Legislature in record time just before Mr. Ingalls resigned from that body to become Assistant Secretary of the Navy for Aeronautics.

Army, Navy, and Marine Corps Country Club.

It should be a matter of pride and interest to members of the services and their families and friends to know that the Army, Navy, and Marine Corps Country Club of Washington is now operating in splendid condition. In its location near the future boulevard to Mount Vernon and on the direct road leading from the new memorial bridge across the Potomac it has an unrivalled view of the Potomac, the Washington Monument, the Capitol and all the public buildings of Washington. The grounds are now in fine shape and eighteen hole golf links are now being used. The links are especially noteworthy for their lay-out, and for the many natural hazards of brooks, trees, and hills. Another real feature is the natural springs around the links where members can stop and get cool spring water during the hot days. The woods also afford a nice picnic ground and playground for the service children during the summer. Every day people are enjoying the bridal paths around the grounds.

At the present time there are 2100 members in the Club of which 800 are resident members. It is interesting to note that this is about the same as the membership of Chevy Chase Club. The Club has received a number of valuable gifts of money and trophies which added to the attractiveness of the Club and its future. A new wing will be constructed in the near future which will double the dining room capacity of the Club. It is also possible that next year a swimming pool may be added to the Club.

An invitation is being extended to the members of the graduating classes of the military and the naval academies to join as non-resident members upon graduation. Arrangements will also be made to extend Club guest privileges to cadets and midshipmen on leave from the two academies. It is expected that many of the future admirals and generals will meet on the links this Summer and Fall for the first time.

Admiral W. S. Benson is President of the Club while the Vice-Presidents are General Summerall, Admiral Charles F. Hughes, and General W. S. Noville, U.S.M.C. Major Newman, U.S.A., is handling the construction work of the Club while Lieutenant Commander J. A. Saunders, U.S.N., Ret., class of 1911 of the Naval Academy, is the active manager of the Club and handles all matters pertaining to membership. This arrangement is working out very satisfactorily in providing service. Captain W. R. Van Auken is Chairman of the Membership Committee.

The Grounds Committee has as Chairman, Captain W. R. Sexton, U.S.N., and the House Committee is under the chairmanship of Captain W. H. Allen, U.S.N. Colonel David S. Stanley continues to act as the President of the Board of Governors and has been mainly responsible for piloting the Club over rocks and shoals during the past five years.

That the Club is now a great success and playing its part in the service life around Washington is greatly due to the work and planning of the older officers of the service.

With the good weather there have been already many dinners, dances, and parties held for cabinet and service officials. The Club has repeatedly become a rendezvous for the families of all service people and their friends, especially on Sunday afternoon.

The Bureau has been taking an active interest in aiding this Club where possible, in the interest of the Navy and officers' families.

Naval Academy Graduates Dinner.

Since the publication of information in the last bulletin on the subject of the Naval Academy Graduates Dinner, inquiries have been received regarding uniform. No uniform has been prescribed, in view of the fact that many graduates will doubtless be unable to make arrangements to attend the dinner sufficiently in advance to become informed regarding a proscribed uniform.

The Naval Academy Graduates Association is desirous of having a large attendance at the dinner and hopes that the word will be passed along generally. Already, some classes are making elaborate arrangements for as complete an attendance as possible. Besides the opportunity of foregathering with classmates and friends, the opportunity is thus afforded everyone to judge for themselves whether the Naval Academy is as good as it was when he was there. Due to the small amount

of time allotted for speeches, no one will be called upon to make an address unless he is on the program.

Leech Cup Match.

In 1924, Mr. A. Y. Leech, Jr., presented a trophy through the U. S. Lawn Tennis Association for competition between teams representing the Army and Navy. The trophy, which is known as the Leech Trophy, is intended to be a perpetual one, to be competed for annually in accordance with the "Articles of Agreement".

The Leech Match consists of four single and three double matches and the results to date are as follows:

1924	ARMY	7	NAVY	0
1925	ARMY	4	NAVY	3
1926	NAVY	5	ARMY	2
1927	NAVY	7	ARMY	0
1928	NAVY	4	ARMY	3

The sixth competition for the Leech Trophy will be held in Washington, D.C., on 20 July, 1929. During the five years of competition for this trophy the interest in tennis throughout the service, both among officers and enlisted men, has increased considerably and the Bureau feels that there are many excellent players in the Navy, whose abilities are not generally known. It is earnestly desired that information regarding this match be disseminated throughout the service and interest be stimulated in order that the Leech Trophy will remain with the Navy, indicating our leadership in this sport.

The following details should be brought to the attention of all candidates:

- (a) Officers and enlisted men of the Navy and Marine Corps on active duty are eligible for the competition.
- (b) The Navy team shall consist of ten members.
- (c) Due to a Comptroller's decision, no candidates can be reimbursed for moneys spent for travel, etc., in connection with the Leech Cup Match, and all orders will be issued candidates to proceed at their own expense. The Army team will be and has always been assembled under these conditions.

It is intended to select approximately twenty candidates, based on previous records and recommendations of Commanding Officers, to compete for a place on the team.

15 JUNE 1929.

BUREAU OF NAVIGATION
BULLETIN
NUMBER 106.

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GENERAL INFORMATION OF PROBABLE INTEREST TO
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OFFICER PERSONNEL

Admiral Leigh Inspects West Coast Activities.

Rear Admiral Richard H. Leigh, Chief of Bureau of Navigation, left Washington 15 June for an inspection of naval activities on the west coast. He will arrive at San Diego on the 19th of June. After leaving San Diego, the Chief of Bureau will visit San Francisco and Seattle, to inspect naval activities in those localities. En route to Washington, he will visit the Great Lakes Training Station, Chicago.

Temporary Duty.

Inquiries have been received in the Bureau concerning travel time under orders, involving delay in commencing return travel after completion of temporary duty at some place other than the place of permanent assignment.

In this connection, the attention of all officers ordered to temporary duty is invited to that part of Article 132, Navy Regulations, which reads as follows:

"The foregoing allowances of time do not apply to any provisions of an officer's orders requiring him, after performing the duty specified, to return to his regular station or to proceed on further duty."

When an officer is ordered to proceed to a station for temporary duty and upon completion to return and resume his regular duties, he is allowed four days in which to report, exclusive of travel time, but upon completion of the temporary duty no delay in commencing return travel is authorized. Similarly, when ordered to proceed to a station for temporary duty and upon completion to proceed to another station, no delay in proceeding is authorized except the original four days.

Warrant Officer Examinations.

Approximately 200 applications were received for the Warrant examinations to be held 8 July 1929. Of those received the following have been approved:

GUNNER -----	16
CARPENTER -----	17
MACHINIST -----	24
ELECTRICIAN -----	20
RADIO ELECTRICIAN -----	17
BOATSWAIN -----	29
ACTING PAY CLERK -----	15
PHARMACIST -----	23
Total	161

NAVAL RESERVE

Reserve Ensigns Commissioned.

Commissions as Ensign in the Naval Reserve will be issued to the ten members of the graduating class of Midshipmen, Volunteer Naval Reserve, St. Johns College, Annapolis, Md., on 5 June, provided they pass successfully the prescribed physical

examination. A. D. Charles, of Federalburg, Md., received the highest marks for the past academic year and stood number one in the class. The other members of the class are;

Granville Adams	Pocomoke, Md.
H. E. Cross	Braintree, Mass.
A. M. Dimaggio	Annapolis, Md.
J. W. McCauly	Chesapeake City, Md.
R. C. Orem	Cambridge, Md.
C. I. Somers	Chrisfield, Md.
L. M. Taylor, Jr.	Perryman, Md.
Robert Renshaw	Easton, Md.
C. M. Robinson	Baltimore, Md.

Naval Reserve Flag.

Sixty merchant vessels have thus far been warranted to fly the Merchant Marine Naval Reserve Flag. Fourteen of these ships belong to the Export Steamship Company, and six to the Matson Navigation Company. The American Hawaiian Steamship Company, and the Union Oil Company have four each. The other thirty-two vessels are divided among eighteen other steamship companies.

Drill Attendance Standing.

During the period from 1 July, 1928, to 1 April, 1929, the 20th Division, 5th Battalion, USNR, of Bridgeport, Conn., stood highest in drill attendance with a percentage of 99% based on its authorized F-1 quota. The next five highest divisions in standing were: 28th Division, 6th Battalion, USNR, Chicago, Ill.; 13th Division, 3rd Battalion, USNR, Grand Rapids, Mich.; 11th Division, 3rd Battalion, USNR, Buffalo, N.Y.; 27th Division, 6th Battalion, USNR, Chicago, Ill.; and 9th Division, 3rd Battalion, USNR, Rochester, N.Y.

HYDROGRAPHIC

Hannibal Completes Survey.

The U.S.S. HANNIBAL has returned to the Navy Yard, Philadelphia, after completing a five month survey season on the north coast of Cuba. The survey began at Arroyos and continued eastward to about Bahia Honda. Aerial photographs of the coast line from Bahia Honda extending to the eastward of Havana were made by the V.J. Squadron 3S which was attached to the HANNIBAL for several weeks. The HANNIBAL was also assisted by auxiliary craft. While the HANNIBAL is in the Navy Yard for overhaul, the survey data collected will be worked up and forwarded to the Hydrographic Office for incorporation on its charts. The HANNIBAL is commanded by Captain W. W. Smyth, U.S. Navy.

Cuban Survey Party Returns.

The U.S.S. NOKOMIS has returned to the Navy Yard Philadelphia, from survey duty on the North Coast of Cuba, covering a period of five months. This season's survey is a continuation of a survey that was commenced several years ago and which it is expected to complete during the next survey season. The area completed this year began at Pt. Marcelina and continued eastward to Pt. Biaro, and also included the adjacent islands to the northward.

The NOKOMIS was assisted by VJ Squadron 3S and auxiliary craft. Aerial photographs were taken of the coast line, bays, small harbors, and reefs. These photographs will be of much assistance to the Hydrographic Office in making charts of the region surveyed.

TRAINING

Recruits in Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 1 June 1929.

	Great Lakes	Hampton Roads	Newport R. I.	San Diego	Total
Recruit Training					
Apprentice Seamen	511	449	667	935	2562
Seamen second class	7	6	45	51	109
Firemen third class	0	0	0	19	19
Other Ratings	28	28	18	55	129
	546	483	730	1060	2819

The Detroit Scores.

A recent notice in the bulletin concerning training performances in the Battle Fleet brings forth comparisons from the Detroit, as follows:

	Allowed	New POs since 1 July 1928		No. men taking courses	
		No.	%	No.	%
Battle Fleet	26000	2361	9.1	7522	29
Detroit	435	55	12.6	393	90.3

General Classification Test.

Of 336 recruits given the General Classification Test in a recent month at Hampton Roads, 250 made 50%, or better, on the General Classification Test. Of these 250, 162 (or 65%) had completed nine or more grades at school, while 15 (or 6%) had completed less than eight grades. 86 men made below 50% on the test and of these, only four had completed nine or more grades at school, while 38 (or 44%) had completed less than eight.

A study of the men examined for aviation training at the Naval Training Station, Hampton Roads, since 1 January, numbering approximately 1,000, shows the following:

75% received more than 50 in their General Classification Test.

64% desired training of some variety.

58% met both above requirements.

40% met all the requirements of Bureau of Navigation Manual, Art. D-7016(5).

28% were selected for Class "A" schools.

12% were selected for aviation training.

7.2% passed physical test for aviation training.

1.8% passed preliminary flight training.

In other words, eighteen recruits out of a thousand satisfactorily completed the preliminary air station elimination, and started on their way through the General Utility Course to the Saratoga and Lexington for later consideration for flight training.

More men are, however, constantly being received who have heard of this short cut to flight training, and are enlisting for that purpose. It may be expected, therefore, that this number will increase.

Service School Comment.

The following quotation from a memorandum regarding the Bureau's training activities indicates that the Bureau's effort to use men more economically by only sending to schools those who are qualified to succeed there, is bearing fruit:-

"The most marked effect to date of the application of tentative standard marks for entrance to Class A Schools is in the Radio Operating School, where it has reduced the number of men entering the school without cutting down the number graduating."

"Much favorable comment has recently been heard on the improved quality of the Bureau's Training Courses. The new binding of courses under one cover also met with very favorable reception in the fleet."

New Type Examinations.

Recently, some mimeographed copies of two assignments of the training course for Boatswain's Mate, second class, were sent to certain ships, together with examinations on these assignments, made up with what are known as "new type questions". The following are some of the comments on these questions:

"It is believed that the subjects as covered in the assignments are thorough, adequate and provide the necessary working knowledge to become efficient in the rating of Boatswain's Mate 2c."

"The men who took the tests received only a small amount of instruction. The results which they obtained were due almost entirely to study of the assignments. It is believed the form in which the latter are presented has considerable merit."

"It is believed that this new form of training course will be superior in practical use to the old forms."

"The men who answered these assignments found them interesting and instructive."

"These revised forms of training courses have an advantage in establishing a uniform method of determining a student's grasp of the subject which heretofore has been left very largely to the individual instructor. A further advantage is that less time is spent in reading papers, poorly and even illegibly written, or in giving oral quizzes, which are unsatisfactory owing to the time required and the lack of class room facilities. A uniform system of marking is also established which is based entirely on what the student knows, rather than on what the instructor thinks he knows from association with the student, or any favoritism he may entertain."

"The sample course of the new training course is considered a great improvement in every respect over the form now in use in view of the new form's thoroughness, conciseness, and variety of questions asked."

"The group questions and progressive tests are considered particularly attractive as they are both progressive and logical."

Naval Academy Enlisted Candidates.

The following shows the names and addresses of enlisted candidates who successfully passed the mental examinations for appointment to the Naval Academy. The candidates were all given instruction in the Bureau's preparatory schools at San Diego and Hampton Roads.

Name and Rating	Ship or Station before entering Prep. Class.	Home Address
ALLEN, R. B. S2c	N.A.S. Lakehurst, N.J.	Great Barrington, Mass.
BENNETT, C. L. F3c	N.T.S. Hampton Rds., Va.	Nashville, Tenn.
BENTON, H. E. F3c	N.T.S. Hampton Rds., Va.	Memphis, Tenn.
BEST, E. C. S2c	U.S.S. Wright	Houston, Texas
BLACK, R. T. S2c	N.T.S. San Diego, Calif.	Los Angeles, Calif.
BOGARDUS, B. W. F3c	U.S.S. Farragut	Pasadena, Calif.
BOWEN, R. O. S2c	N.A.S. Lakehurst, N.J.	Chelmsford, Mass.
BROWN RIGG, F. H. S2c	N.T.S. Hampton Rds., Va.	Daytona Beach, Fla.
BYERTS, J. R. S2c	U.S.S. Mercy	Baltimore, Md.
CAMERA, R. S. S2c	N.T.S. Hampton Rds., Va.	Washington, D. C.
CAMPBELL, E. G. S2c	N.T.S. San Diego, Calif.	Los Angeles, Calif.
CAMPBELL, J. H. F3c	N.T.S. Hampton Rds., Va.	Little Rock, Ark.
CHILTON, E. H. S2c	N.T.S. San Diego, Calif.	Boise, Idaho.
CHRISTIE, Charles S1c	U.S.S. Florida	Jamaica, N.Y.
COBB, J. O. F3c	U.S.S. Altair	Pasadena, Calif.
COFFEY, Wm. A. S2c	Rec. Ship. Washington, D.C.	Wheeling, W. Va.
COLE, E. B. S2c	U.S.S. Colorado	Los Angeles, Calif.
COLEMAN, G. S. S2c	N.T.S. San Diego, Calif.	Long Beach, Calif.
COLEMAN, R. B. Pvt. USMC	HQ 11th Regt. 2d. Brigade USMC, Managua, Nicaragua	New York, N.Y.
CRAVEN, C. W. F3c	U.S.S. Altair	Long Beach, Calif.
CROWDER, E. B. Y3c	Navy Yard, Norfolk, Va.	Washington, D. C.
DAVENPORT, E. M. S2c	U.S.S. Richmond	Fort Smith, Ark.
DODSON, B. M. S2c	N.T.S. San Diego, Calif.	Montrose, Calif.
DRIVER, O. L. HA2c	N.T.S. San Diego, Calif.	San Diego, Calif.

Name and Rating	Ship or Station before entering Prep. Class.	Home Address
DROOM, L. K. Y3c	U.S.S. Cittery	Cleveland, Ohio
DUKE, P. D. Slc	N.A.S. Pensacola, Fla.	Norwood, N.C.
ERWIN, W. E. Jr. HA2c	N.H. Mare Island, Calif.	Hartsel, Colorado
ERROW, W. L. S2c	N.T.S. San Diego, Calif.	Los Angeles, Calif.
FERGUSON, J. DuG. S2c	N.T.S. Hampton Rds., Va.	Annapolis, Md.
FELDER, C. W. F3c	U.S.S. Pennsylvania	Salina, Kansas
FISHER, R. S. F3c	N.T.S. Newport, R. I.	Gloversville, N.Y.
FLENT, Francis C. F3c	N.T.S. Newport, R. I.	Flushing, N.Y.
FOSTER, E. J. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
FUSCH, O. W. Slc	N.A.S. Lakehurst, N.J.	Topeka, Kansas
GALLAHER, A. R. S2c	U.S.S. Richmond	Augusta, Ga.
GLARY, B. E. F3c	Newport, R. I.	Zionsville, Pa.
GEIST, J. W. S2c	N.T.S. Hampton Rds., Va.	Altoona, Pa.
GLENN, E. F. S2c	U.S.S. Altair	La Grande, Ore.
GRADY, J. B. F3c	N.T.S. Hampton Rds., Va.	Clinton, N.C.
GRAHAM, L. E. F3c	N.T.S. Great Lakes, Ill.	Summersville, W. Va.
GREGOR, G. D. F3c	N.T.S. Newport, R. I.	Erie, Pa.
RAIN, H. B. S2c	N.T.S. San Diego, Calif.	Beaumont, Texas
HAPPEL, Frank A. F3c	N.T.S. Hampton Roads, Va.	Baltimore, Md.
HASTINGS, R. E. F3c	N.A.S. Lakehurst, N.J.	Delmar, Del.
HAYDEN, R. H. S2c	N.T.S. Hampton Rds., Va.	Hampton Rds., Va.
HEINE, T. J. S2c	U.S.S. New Mexico	Wheaton, Minn.
HEYDT, W. H. F3c	U.S.S. Utah	Watervleit, N.Y.
HIGHAM, M. S. Slc	N.A.S. San Diego, Calif.	Pocatello, Idaho
HOUCK, R. W. S2c	U.S.S. Pennsylvania	Salina, Kansas
JORDAN, J. L. S2c	U.S.S. Melville	Santa Barbara, Calif.
JURIKA, S. Jr. S2c	U.S.S. Jason	Zamboanga, P.I.
KNAPP, G. A. S2c	U.S.S. Omaha	Tacoma, Washington
LAJOYE, J. C. S2c	N.T.S. Hampton Rds. Va.	Annapolis, Md.
LONGSHORE, F. K. S2c	N.A.S. Lakehurst, N.J.	Kane, Pa.
LA ROCHELLE, J. V. Pvt.USMC	Marine Barracks, Farris Island, S.C.	Norwich, Connecticut
LAUGHON, W. R. S2c	N.T.S. Hampton Rds., Va.	Portsmouth, Va.
LEE, L. Jr. S2c	N.T.S. Hampton Rds., Va.	Yorktown, Va.
LEE, R. E. F3c	N.T.S. Hampton Rds., Va.	Jacksonville, Fla.
LEFFERT, B. C. Slc	U.S.S. Colorado	Zwingle, Iowa
LEWIS, H. H. S2c	N.T.S. San Diego, Calif.	San Antonio, Texas
LIST, F. V. S2c	N.T.S. San Diego, Calif.	Seattle, Washington
LONG, E. C. F3c	N.T.S. Hampton Rds., Va.	Urbana, Illinois
LORD, E. E. S2c	N.T.S. Hampton Rds., Va.	Clarks Summit, Pa.
LOVCI, J. C. S2c	N.T.S. San Diego, Calif.	Los Angeles, Calif.
LUTTRELL, H. A. F3c	U.S.S. Yarrowburgh	Osseo, Wisconsin
MATHES, S. R. S2c	N.T.S. Hampton Rds., Va.	Birmingham, Ala.
MAYNARD, H. C. S2c	N.A.S. Lakehurst, N.J.	Lynnfield, Mass.
MCCORMICK, N. C. Y3c	U.S.S. Bruce	Dayton, Texas
MCCUTCHAN, G. T. F3c	N.T.S. Hampton Rds., Va.	Eldorado, Ark.
MCGOFF, J. E. S2c	N.T.S. Hampton Rds., Va.	Newport, R. I.
MCGOUGHAN, J. C. F3c	U.S.S. Arkansas	Great Kills, N.Y.
McMULLEN, D. R. S2c	N.A.S. Lakehurst, N.J.	Philadelphia, Pa.
MEERS, W. R. Slc	U.S.S. Florida	Ballston, N.Y.
METZGER, E. F. S2c	N.T.S. Newport, R. I.	Lynn, Mass.

Name and Rating	Ship or Station before Entering Prep. Class.	Home Address
MEYER, B. H. S2c	U.S.S. Nevada	Grand Rapids, Mich.
MOORE, C. L. Jr. S2c	N.T.S. Hampton Rds., Va.	Milledgeville, Ga.
MORGAN, J. C. S2c	U.S.S. Arkansas	El Paso, Texas
MORROW, G. M. Pvt. USMC	Marine Barracks Quantico, Va.	Maroa, Illinois
MUIRHEAD, G. L. S2c	U.S.S. Altair	Stromsburg, Nebr.
MURPHY, F. J. S2c	N.T.S. San Diego, Calif.	Perry, Iowa
NELSON, E. R. Jr. S2c	R. S. New York, N.Y.	Ishpeming, Mich.
NORRIS, T. E. S2c	N.T.S. Hampton Rds., Va.	Annapolis, Md.
O'CONNEL, T. P. HA2c	N.H. Mare Island, Calif.	Cambridge, Mass.
OGDEN, J. R. S2c	N.T.S. Hampton Rds., Va.	Knoxville, Tenn.
OGLE, J. N. F3c	N.T.S. Newport, R. I.	Sherman, N.Y.
OREN, J. B. S2c	U.S.S. Altair	Gary, Indiana.
OSTERLUND, J. H. S2c	N.A.S. Lakehurst, N.J.	Secane, Pa.
PELLING, A. G. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
PETERSON, F. J. Pvt. USMC	Marine Barracks, Washington, D. C.	West Collingswood, N.J.
PHILLIPS, J. L. Jr. S2c	N.T.S. Hampton Rds., Va.	Linden, Va.
PIHL, R. P. S2c	N.A.S. Lakehurst, N.J.	Lowell, Mass.
POWELL, I. L. F3c	U.S.S. Richmond	Mobile, Ala.
PRAY, R. M. Jr. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
REJLAND, W. P. S2c	N.T.S. San Diego, Calif.	Los Angeles, Calif.
RICH, F. E. S2c	N.A.S. Lakehurst, N.J.	Wakefield, Mass.
RISING, A. B. S2c	U.S.S. Tennessee	Clarissa, Minn.
ROBERTS, C. T. S2c	N.T.S. San Diego, Calif.	Pullman, Washington
ROWE, A. C. PhM 3c	Nav. Hosp. Annapolis, Md.	Annapolis, Md.
SCHMID, H. E. S2c	N.T.S. San Diego, Calif.	Startup, Wash.
SCHMID, W. A. S2c	N.T.S. San Diego, Calif.	Startup, Wash.
SEAGROVES, E. E. S1c	N.T.S. Hampton Rds., Va.	Macon, Ga.
SMITH, B. L. S2c	N.T.S. San Diego, Calif.	San Francisco, Calif.
SMITH, C. E. S2c	N.T.S. San Diego, Calif.	Gloster, Miss.
SPRINGER, C. N. S2c	U.S.S. Marcus	Hastings, Mich.
STACK, G. F. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
STEINBECK, J. M. S2c	U.S.S. Denver	Springfield, Mass.
STEPHENS, M. G. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
STEVENS, F. E. Cpl. USMC	Marine Barracks, Parris Island, S.C.	Brooklyn, N.Y.
SUBLETTE, W. H. S1c	U.S.S. California	Colorado Springs, Colo.
TATUM, H. B. S2c	U.S.S. Melville	Coronado, Calif.
TIMMONS, T. J. S2c	U.S.S. Chaumont	Chattanooga, Tenn.
TINKER, F. G. F2c	U.S.S. New York	De Witt, Ark.
TINKLE, C. E. S2c	U.S.S. Tennessee	Washington, Ind.
TOMMICHIEL, J. J. S2c	U.S.S. California	Reno, Nevada
TRAVIS, F. K. S2c	N.T.S. San Diego, Calif.	Lincoln, Nebr.
TUCKER, J. F. HA1c	Marine Barracks, Quantico, Va.	Waterbury, Vt.
VAUGHAN, J. J. S1c	U.S.S. Idaho	West Springfield, Ill.
WADE, S. S. Pvt. USMC	Marine Corps Base, NOB. San Diego, Calif.	Bloomington, Ill.

Name and Rating	Ship or Station before Entering Prep. Class.	Home Address
WAGSTAFF, R. E. Slc	U.S.S. Lexington	American Fork, Utah
WALLACE, P. E. Pvt. USMC	Marine Corps Base, NOB, San Diego, Calif.	Seattle, Wash.
WENTZ, N. J. RM 3c	N.Hosp. San Diego, Calif.	Fort Morgan, Colo.
WHITE, J. D. S2c	N.Hosp. San Diego, Calif.	Palo Alto, Calif.
WHITE, L. A. S2c	N.T.S. San Diego, Calif.	Riverside, Calif.
WINTERS, W. R. S2c	N.T.S. San Diego, Calif.	San Diego, Calif.
YOST, H. C. S2c	N.Hosp. San Diego, Calif.	Belleville, Kansas.

29 JUNE 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 107.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL.

Policy Regarding Resignation.

Considerable unnecessary correspondence results from rather a general lack of understanding of the Department's policy regarding the resignation of officers. In order to receive consideration a resignation must be submitted without condition and must state why the officer concerned desires to resign. A date on which it is desired that the resignation be effective should be stated. Should preliminary leave, orders to other duty, or anything else be desired in connection with the resignation such matters should be made the subject of a separate letter.

Italian Award.

Lieutenant Commander Ralph F. Wood, U.S. Navy, has recently been awarded the Italian brevet of Military pilot "honoris causa", in appreciation of services performed while Naval Attaché at Rome, Italy.

Marine Corps Expeditionary Medal.

Officers and enlisted men of the U. S. Navy entitled to the Marine Corps Expeditionary Medal as provided for in Marine Corps Order No. 20, dated 1 March, 1929, and Article 8-11 Marine Corps Manual will make application for it to the Bureau of Navigation. Applications will be placed on file until the Medal is ready for issue. Deliveries of the medal are expected to commence within the year. No acknowledgment of applications will be made.

ENLISTED PERSONNEL.

Commendation.

The Secretary of the Navy recently addressed letters of commendation to enlisted personnel as follows:

Clarence H. Walling, ACNM, U.S. Navy,
Aircraft Squadrons Battle Fleet.
Home Address, 3869 Sisson Avenue, San Diego, California.

"1." The attention of the Department has been called to the excellent work performed by you in the development of aircraft towing gear. It is noted that your initiative and energy have produced the towing gear system which is now being used with such satisfactory results by the Aircraft Squadrons, Battle Fleet.

"2. Reports from the Commander, Aircraft Squadrons, state that when towing operations were started in Squadron VJ One-B a towing plane handled but one target paid out on 7000 feet of wire. After completion of firing, the plane was obliged to return to the Base and cut the wire in order to drop the target and make a landing. It required four men to wind in the wire by hand. On these slow and inefficient methods, you made successive improvements, until you finally developed the present double towing system whereby the used sleeve may be slipped by an operator in the plane and the wire reeled

in by the pull of the new sleeve being paid out on the opposite side. A skillful crew can stream a new target in three or four minutes, and as many targets can be streamed in a single flight as the capacity of the plane permits carrying. During the last towing operations conducted by the USS AROOSTOCK for battleships off San Pedro a PN Twelve plane in one flight remained on station about seven hours during which period three battleships fired an anti-aircraft practice. Eleven of the twelve targets carried were used.

"3. The Department takes pleasure in commending you for the inventive ingenuity you have displayed. Your success has resulted in great benefit to the service at large."

Albert C. Shafer, AMM lc, U.S. Navy,
Aircraft Squadrons, Battle Fleet.
Home Address, 196 Bradhurst Avenue, New York, N. Y.

"1. The Squadron Commander, VJ Squadron One-B, has brought to the attention of the Department the heroic conduct you displayed in saving the life of Ensign O. R. Stearns, U.S. Naval Reserve Force.

"2. It appears that you were mechanic of the OL-8 plane I-J-B which crashed near the USS MARYLAND when that vessel was engaged in firing Anti-Aircraft practice off Coronado Islands, 25 October 1928. The impact of the crash rendered the pilot, Ensign Stearns, unconscious and he was carried with the plane below the surface of the water. There was every indication that the plane was sinking, and in addition to the pilot being unconscious, his parachute had opened and he was entangled in its shrouds. Notwithstanding these grave hazards, you, after repeated efforts, entered the forward cockpit below the water, unfastened the pilot's safety belt and raised him to a position above the water. With one hand on part of the fuselage supporting yourself, you maintained the pilot's body encumbered by the fouled parachute in such position as to keep his head above water until arrival of the rescue boat from the USS MARYLAND.

"3. It further appears that the wreckage of the plane made it impossible to work the rescue boat closer than about six feet from you. This necessitated heaving a line which you grasped with one hand, still holding the pilot by the straps of his parachute. Upon reaching the boat, you continued to support the pilot while the parachute was being cut away, preparatory to hauling him aboard.

"4. Your action in saving the life of Ensign Stearns under conditions of extreme difficulty and danger is in keeping with the best traditions of the Naval Service. The Department takes great pleasure in commending you for your conduct on this occasion."

"5. You have been recommended to the Honorable, the Secretary of the Treasury, for the award of a Life-Saving Medal in recognition of your heroic deed."

Mahlon S. Gerard, BM 2c, U.S. Navy,
U.S.S. LEXINGTON.
Home Address, 7 East Park Street, Long Beach, L. I.

"1. The Commanding Officer, USS LEXINGTON, has brought to the attention of the Department the heroic conduct displayed by you in rescuing a shipmate from drowning.

"2. It appears that on 20 February 1929, about 1900, while the liberty party from the USS LEXINGTON was disembarking from the USS TERN to the ship's motor launch, in Panama Bay, Peter George Gideon Segren, Signalman second class, U. S. Navy, in attempting to jump into the motor launch, missed his footing and fell between the boats. You immediately crawled over the side of the motor launch, while it was pounding against the TERN, and managed to keep the boats apart by bracing your body between them. In this position, you seized Segren and held him up until he could be hauled to safety by members of the crew of the motor launch.

"3. The Department takes pleasure in commending you for your timely and courageous action on this occasion which undoubtedly saved the life of your shipmate. Such conduct is in keeping with the best traditions of the Naval Service.

"4. You have been recommended to the Honorable, the Secretary of the Treasury, for the award of a Life Saving Medal in recognition of your deed."

Commended by Chief of Bureau.

The Chief of Bureau of Navigation recently addressed letters of commendation to enlisted personnel as follows:

David R. Sword, EM 1c, U.S. Navy, U.S.S. MEDUSA.
Home Address, 80 Cushin Street, Portsmouth, Va.

"This Bureau has been informed by the Bureau of Engineering that you have recently sent a suggestion for improvement of design of the engine order telegraph of the MEDUSA by which an undesirable and possibly dangerous feature of this instrument has been corrected. This Bureau desires to commend you for the industry and initiative you have displayed in this work."

George H. Thorpe, SC 1c, U.S. Navy, USS S-3.
Home Address, 30 Burkett St., Portsmouth, N. H.

"1. The Bureau of Supplies and Accounts has called the attention of this Bureau to your recommendations in regard to improvement of the Navy standard roasting pan. The defects of the standard pan which you have pointed out, and your suggestions for improvement have been considered by the Forces afloat, and as a result, a new pan is being produced of better type and greater serviceability.

"2. It is a pleasure to commend you for the zeal and interest you have displayed. Your recommendations have resulted in a positive benefit to the service at large."

W. H. Dewees, Chief Yeoman, U.S. Navy, Bureau of Navigation.
Home address, 127 East Harter Street, Philadelphia, Pa.

"1. The Bureau notes that the pamphlet entitled 'Promotion of Enlisted Personnel in the U.S. Navy,' dated April 1929, which has just been published for the information and guidance of the recruiting service, was prepared by you, in addition to your regular duties in the Bureau of Navigation.

"2. The Bureau considers that this publication is presented in a compact and at the same time comprehensive and understandable form, and that it will be of considerable use to the recruiting service.

"3. The Bureau desires to commend you for the efficient manner in which you carried on this work. A copy of this letter will be filed with your official service record."

NAVAL RESERVE.

Reserve Wins Race.

On May 25, 1929, the Curtiss Marine Trophy race was run at Washington, D.C. For the first time in the history of the race a Naval Reserve airplane was entered. This airplane, the O2U-1, assigned to VN-6R, took first place in the observation class, the pilot, Lt. E. W. Rounds, A-F, USNR, receiving a Hamilton wrist watch, and a trophy from Chance M. Vought, manufacturer of the plane.

TRAINING.

Naval Reserve Officers' Training Corps students from the Universities of California and Washington are at present cruising on the U.S.S. MISSISSIPPI. The students from the University of California embarked at San Francisco, 8 June, and those from the University of Washington embarked at Seattle on 13 June. The MISSISSIPPI visited Victoria from the 15th to the 18th of June, and Puget Sound ports from the 18th to the 21st of June. On the 26th of June, the California students disembarked at San Francisco. The Washington students disembark at Seattle on 3 July.

Students from the Eastern units are cruising on board the NEW YORK and WYOMING, those from Harvard and Northwestern on the WYOMING, Yale and Georgia School of Technology on the NEW YORK. Both vessels left Boston, 22 June. Their itinerary included visits to Bermuda and Havana.

Two members of the faculty from each institution participated in the cruise. Opportunity is thus afforded representatives of the institutions to which R.O.T.C. units are attached, to observe the workings of the complete course in Naval Science and Tactics.

Recruits Under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 15 June 1929.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	653	568	628	1081	2930
Seamen 2c	4	6	17	51	78
Firemen 3c	0	0	0	33	33
Other Ratings	38	36	21	72	167
	695	610	666	1237	3208

Shorthand Experiment.

An experiment was recently conducted at San Diego in connection with the Shorthand School for Yeomen. During the winter cruise twenty men who were either yeomen, or strikers for yeomen, were assigned to this class. Most of these had had no shorthand instruction previously. None of them had completed the course furnished by the Bureau. Seventeen of these twenty completed the course in ten weeks with a speed of eighty words per minute. A later class, about half of whom had completed the Bureau course, and the remainder had completed ten to twelve lessons of the course, produced out of eleven men, nine capable of a speed of 100 or more words per minute, and the remaining two at 94 words per minute. While these results reflect credit on the school, they indicate very clearly the desirability of careful observance of the Bureau's requirements in regard to admission to this school, which are that at least ten lessons of the Bureau's course shall have been completed prior to entry.

Analysis of Training Effort.

In examining the reports of training courses for the quarter ending 31 March 1929, consideration has been given to a method of arriving at a figure by which the results obtained by different ships might be compared. For this purpose the number of assignments per ship was divided by the enrollment, giving a figure representing the number of assignments per student per quarter. On this basis the following ships and stations made a score in excess of 10:

S-37	40.50	Simpson	17.12	R-11	11.20
Chaumont	28.00	Seagull	16.26	Jason	11.02
S/M Base, Pearl Harbor,	23.59	R-5	15.82	Pillsbury	10.65
R-18	20.80	R-12	14.22	R-10	10.55
R-6	19.50	R-7	13.91	R-17	10.20
Trenton	18.15	Black Hawk	13.54	R-15	10.08
S-32	18.13	R-1	12.71		
Widgeon	17.78	R-16	12.33		
		Williamson	11.27		

The showing of submarines in the above list is noteworthy. Analysis shows

that most of these high figures are due to a small number of men enrolling - in other words, only those are enrolled who actively progress in their courses. The presence of such men in so many submarines is praiseworthy.

A truer figure for the educational effort exerted by the ship might be obtained by multiplying the above figures by the percentage of the complement enrolled, thus obtaining a figure representing the assignments per man (of the complement) per quarter. On this basis, the following ships and stations made a score in excess of 4:

S/M Base, Pearl Harbor,	10.72	R-5	6.00	R-16	5.28
Williamson	10.34	Hull	5.91	Black Hawk	
Toucey	8.36	S-33	5.71		4.90
R-18	7.43	R-7	5.67	R-6	4.88
S-41	7.20	Widgeon	5.42	Pope	4.53
Seagull	6.57	Idaho	5.38	R-10	4.46
		Avocet	5.34	R-15	4.32
				Mervine	4.28

In this list, 11 of the first list drop out, 12 being found in both lists; while 10 new names appear. Perhaps a still better score for comparative purposes would be obtained by applying to the assignments per man per quarter a factor representing the courses completed per man enrolled. Suggestions are welcome.

Fleet Board Comment.

In a report by the U. S. Fleet Board on the subject of Maintenance of the Fleet, there appears the following paragraph:

"The Board heard from many sources expressions indicating the value of the training imparted at the Machinist's Mate School, Coppersmith's School, Blacksmith's School, Boilermaker's School, at Hampton Roads, and believes that these schools are approaching a solution of the problem of primary training although not in sufficient numbers as regards machinist's mates. The men are conspicuously well selected and the training is considerable in view of the periods of time available. The Board believes the results of these schools should be highly commended....."

Training Work on Detroit.

While the Detroit was on duty as flagship in European waters she seized the opportunity to organize and get going a very effective system for the training of enlisted men. A memorandum recently received from the Detroit gives as the purpose of their training system to insure; first, efficient performance of duty assigned; second, advancement when opportunity offers. The following interesting quotation from the Harvard Business Review is included in this memorandum:

TRAINING "1. To provide that enthusiasm and promotive quality which spreads
OFFICER'S interest in training throughout the organization and creates desire
DUTIES. and willingness on the part of every supervisor to take part in the training process.

"2. To help to prepare the instructional outlines to be used by the supervisors in training of their workers. One says 'help' advisedly because it may be easily recognized that when the supervisors themselves have prepared the

instructional outlines with the help of an educational department, they are much more likely to take an interest in the training program and to feel a definite responsibility for making it actually effective.

"3. To prepare, improve and constantly revise the procedure for carrying out the training program, thus facilitating the work of the supervisor.

"4. To take a very active part in training the supervisor to train."

MISCELLANEOUS.

Relay Team Wins.

On June 15th, in Washington, D. C., the Navy one mile relay team, consisting of enlisted men, defeated an Army team at the Senior Track and Field Championship Meet, of the South Atlantic Association of the Amateur Athletic Union of the United States, and thereby became the possessors of a trophy donated by the Honorable Ernest Lee Jahncke, Assistant Secretary of the Navy.

Light Cruiser CHESTER.

The New York Shipbuilding Company has announced the contemplated launching of the Cruiser CHESTER at their works, Camden, New Jersey, on Wednesday, July 3rd, 1929, at 12 o'clock noon, Daylight Saving Time. Miss Jane Turner Blain, whose address is 2104 Providence Avenue, Chester, Pennsylvania, is the sponsor upon this occasion. Miss Blain is the niece of Honorable S. E. Turnor, Mayor of the City of Chester, Pennsylvania.

Light Cruiser No. 27 (CHESTER) is the third cruiser to be launched of a program of eight light cruisers which were authorized in 1924.